

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 2nd July, 1910

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DEATH.

Early on Sunday morning at No. 1, Ormsby Villa, Kowloon, MRS. MAUD EDITH, dearly loved wife of Arthur Bellamy Brown. Aged 50 years. [583]

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 5, 1910.

PORT TRADE IN NORTH CHINA IN 1909.

In the Port Trade Statistics and Reports for North China, in 1909, some striking instances are to be found of the wonderful development that northern ports have undergone during the past few years. The main feature in last year's trade was the increase in the exports of beans and bean-cake from Manchuria, and to all accounts this trade is likely to be even greater in the present year, notwithstanding high prices now ruling. If the supply should be held up, at any rate its products are being exported in increasing bulk. At Dairen, for instance, a new department of the port trade was introduced by the opening of a market for bean-oil in Europe. Hitherto this oil had been regarded merely as a by-product of bean-cake and had been exported almost exclusively to South China ports. There is some probability, therefore, that in future the positions of beans and bean-oil will be relatively more important than in the past. The statistics also show that the export of beans and bean-cake from Manchuria has been increasing steadily since 1905, and that the export of bean-oil from the same source has also been increasing steadily since 1905. The export of beans and bean-cake from Manchuria in 1909 was 44,320,000 taels, some what more than the high figure yet attained in any one year. The returns for the past year are regarded as full of promise for the future, more especially as the two crying needs of the port, a railway and a breakwater, are receiving the earnest attention of the Government and will, there is reason to hope, be provided at no distant date. The emigration to Russian Manchuria suffered a severe set-back in 1909, mainly as a consequence of the prohibitive tariff on certain imports—including many of the necessities of life for the Chinese coolies—which came into force at Vladivostok and on the frontier generally in March 1909. Only 37,000 persons left and 40,000 returned by the Vladivostok route. The bulk of the exodus through Chefoo was via Dairen and Antung, many of the coolies finding work on the railway no doubt. There returned from South Africa 612 coolies, leaving about 4,000 in all to return to Chefoo and Chinghai. On the whole, the trade returns for Northern China ports may be looked upon as somewhat satisfactory and full of promise for the future.

discharged as against 5,000 tons in 1908. This capacity will shortly be raised to 15,000 tons when the wharf extensions are completed, and this again will be doubled by the projected grain elevator and coal shipper. The restriction upon the entry of vessels into Port Arthur was practically removed by a notification of the Kwantung Government issued on the 8th July, since which time junks have been permitted to enter a certain portion of the second section of the harbour during the daytime only. The rumour about the opening of Port Arthur to general commerce has been confirmed by a statement made in the Japanese Diet on the 27th January, 1910, by Count Komura, Japanese Minister of Foreign Affairs. It is probable that the South Manchuria Railway Company will use the port as a depot for the export of coal. The prosperity of Port Arthur in future would appear to depend upon its being thrown open without restrictions of any kind, as well as upon the rate of railway freights to the interior. Mr. Francis A. Carl, the Customs Commissioner at Newchwang, states in his report that in spite of very persistent accounts from certain quarters that the trade of Newchwang was a fast dying one and that the port was suffering from commercial stagnation, the trade of 1909, taken all round, has been of a most satisfactory character, and although the value of imports is not so large as in 1905, which holds the record, the value of exports exceeded that year's figures by 25 per cent. The conditions of trade were sound throughout, and there was none of the rash speculation which formed one of the objectionable features of the trade of 1905. The net value of the trade amounted to 55,018,080 taels, an increase of more than 13,800,000 taels over the trade of the previous year and 22,700,000 taels over that of 1907, but it fell short of the record year—1905—by almost 67 million taels. This last fact is no doubt explainable by the fact that whereas Newchwang was in 1905 the only port through which the trade of Manchuria passed, she has now to face the competition of two powerful rivals—Harbin in the North and Dairen in the South. That Newchwang should have held its own in the face of this competition seems to augur well for the future of her trade. In the Spring the Harbour opened on 24th March and by the end of the month 28 steamers were in port. During the year, the total shipping aggregated 643 vessels with a tonnage of 667,554 tons, an increase of 125 vessels and 136,424 tons over the entries in the preceding year. The Japanese flag headed the list with a total of 271 vessels, 274,717 tons. The British flag took second place with 177 vessels, 220,761 tons. Third place was taken by Chinese shipping—79 vessels, 69,142 tons. In the Native Customs report for Newchwang, Mr. Stanley F. Wright remarks that since 16th September when a Viceroyal proclamation was posted ordering that all importations of the drug from outside Manchuria should be accompanied by a special *hualao* from the Moukden Min Ching Sau, not an ounce has been declared, and in consequence the price of opium in the shops of the licensed dealers has doubled. The excessive stringency, however, overreaches itself. Smuggling the drug has become more profitable, and as there are no Customs stations at either of our local railway termini, it is also a safe venture. Passengers have not been slow to make good use of the opportunity. At Tientsin the total revenue collection in the year amounted to 2,752,015 taels, an increase of 392,568 taels as compared with the previous year. The year's collection, though falling considerably below that of the record year 1906, when foreign imports contributed most largely to the total, may, in respect of the growth of export trade, be taken as of more value to the country, for, whilst the large revenue collected in 1906 was greatly due to a forced and reckless increase of foreign importation, which produced subsequent overstocking of the market and partial stagnation of trade, the total collected in 1909 shows an increase which, if not very remarkable, is based on steadier and sounder foundations and gives good hope for the future. At Chefoo, we read, trade, though stationary as regards imports, showed remarkable expansion under exports, with the result that its gross value reached a total of 44,320,000 taels: somewhat more than the high figure yet attained in any one year. The returns for the past year are regarded as full of promise for the future, more especially as the two crying needs of the port, a railway and a breakwater, are receiving the earnest attention of the Government and will, there is reason to hope, be provided at no distant date. The emigration to Russian Manchuria suffered a severe set-back in 1909, mainly as a consequence of the prohibitive tariff on certain imports—including many of the necessities of life for the Chinese coolies—which came into force at Vladivostok and on the frontier generally in March 1909. Only 37,000 persons left and 40,000 returned by the Vladivostok route. The bulk of the exodus through Chefoo was via Dairen and Antung, many of the coolies finding work on the railway no doubt. There returned from South Africa 612 coolies, leaving about 4,000 in all to return to Chefoo and Chinghai. 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LOCAL AND GENERAL.

The V.R.C. will be holding their Annual Sports on the 23rd, 24th and 25th inst.

Mr. Roscoe has repudiated the published statement that he is planning to visit China next year.

The Paris Flood Commission has proposed as safeguards, the total cost of which will be nearly £9,000,000.

Ts'ui Moichanoff Tea Factory at Hankow has been totally destroyed by fire. The British Council building was threatened.

Three Japanese have completed blue abutments of the Yalu bridge which, it is calculated, will be completed in the 10th month next year.

An egg factory has been opened in Tsingtao and dealers are importing eggs from the southern provinces.

A small lot of Crown Land, measuring 50 square feet, at Tsing Lo Wan, was sold by public auction at the P. W. D. this afternoon. Mr. C. Choo Moan was the purchaser for \$11.

The body of the popular and beautiful second daughter of the Earl of Buchan has been found on a moor, near Aviemore, Scotland. There were no signs of violence and a considerable sum of money was found on the body.

As Prince Kung experienced great difficulties in his work of opium prohibition, he wished to tender his resignation as Anti-Opium Commissioner. Prince Ching has dissuaded him from taking this step and agreed to seek to remove the obstructions in his way.

GENERAL BOTHA received an ovation at Pretoria on August 9. Speaking in English, he said, in reply to the allegation of Sir P. F. X. that he had acquired in the introduction of Chinese labour into the South African mines, that he told Lord Milner that the Boer would never agree to the introduction of the Chinese, and he had consistently opposed that course.

In response to a request by the Foreign Legation in Peking the Wal-wu-pu has forwarded a circular to the Provincial Governments asking them to have the report on the anti-opium movement and the reduction of the revenue from prepared opium, the number of opium smokers who have given up the habit and the number of smokers who have not given up the habit, etc., sent to the Wal-wu-pu without delay.

MR. L. D. Weeks, chief of the bull and boiler division, Bureau of Customs, arrived at Hongkong from Manila last week to inspect the work on the new launch that is being built for the Customs service there. The new launch will be 22 feet over all, 55 feet on keel, 11 feet six inches beam, with a depth of 6 feet and is expected to make 12 knots. Upon completion the launch will be taken to Manila and added to the Customs fleet. The launch is being built by Messrs. Macdonald and Company.

INDICATIONS of a tragedy of the bay were found this morning, reports the *Manila Times* of 30th ult., by the cutter *Agos* as it returned. One of those who made the spot boat tour with Secretary Dickinson. Six miles off the breakwater it came upon an abandoned Japanese fishing boat floating with the drift of the tide. It was floating bottom up and washed alongside of it was its mast which had been unshipped or carried away. It was believed that the occupants of the boat had taken refuge on the bottom of it, after it overturned, and had either been rescued by another craft or been washed off by the sea. *Negros* sent a boat and a line to the sampán and was preparing to take it in tow when a launch from the Bureau of Navigation came along and picked it up. It was brought to Englewood Island where it is held to await information from the owners.

THE N. C. D. News of 30th ult. says:—We regret to have to record the death of Mr. G. W. Appleby, chief engineer of the Chinese revenue cutter *Chuanfeng*, which occurred at the Victoria Nursing Home on Monday night after a long and severe illness. Mr. Appleby, who was fifty years of age, joined the Customs service as second engineer in 1888 and was promoted to the rank of chief engineer in 1901. In 1907 and 1908 he held the post of inspector of launches at Canton and was afterwards appointed chief engineer of the revenue cutter *Chuanfeng*. He was held in high esteem by his brother officers and by the members of the Coast Inspector's Office and in 1890 had conferred upon him the Pao Hsing of the Fourth Order. The funeral took place at Bubbling Well Cemetery yesterday afternoon and was attended by a large number of representatives of the Customs Service and sympathizing friends. The deceased leaves a widow and two children, to whom the deepest sympathy is extended.

DEATH OF MRS. BELLAMY BROWN.

We regret to record the death, which took place early on the morning of Sunday, at No. 1, Ormsby Villa, Kowloon, of Mrs. A. Bellamy Brown, wife of the editor of the *China Mail*. The deceased lady took ill about three days ago, and her condition was never thought to occasion any alarm, until the evening before her death. When it became known that she had passed away on Sunday morning the news came with painful suddenness to the many friends who were privileged with so intimate acquaintance with Mrs. Brown, who was very popular for her charitable disposition and accomplishments. Mrs. Brown was a daughter of Mr. John L. Plummer, of the Hongkong Observatory. Her death, which occurred at her home at No. 1, Ormsby Villa, was a great loss to the community. She was a devoted wife and mother, and her death was a great bereavement to her family. The funeral will take place on Tuesday morning at 11 o'clock at the Victoria Memorial Hall. The deceased lady was 50 years of age.

Big Fire in Hongkong.

THREE BLOCKS DESTROYED.
 SIX LIVES LOST, MANY PERSONS INJURED.

Shortly after half-past two o'clock on Sunday morning a fire broke out in a piece goods shop at No. 100 Jervois Street. The Brigade promptly responded to the call, but it was then found that two adjoining houses Nos. 95 and 102, also, piece goods shops, were likewise involved without any hope of salvage, for the flames had already reached such a grip upon all three tenements that it was seen to be impossible to prevent their destruction and the flames' efforts were directed more particularly to the rescue of several persons and to the prevention of the spread of the conflagration. After some hard fighting, the flames were ultimately got under. Several injured men were rescued from among the wreckage and two dead bodies were brought out. While the rescue work was in progress, cries for help were heard from under

A FILE OF DEADIES
 on the first floor. Acting Firemaster MacDonald with Fireman J. Leungshan cut a way through the false timber to the spot whence the cries emanated and succeeded in rescuing an aged Chinaman, who had been completely blocked in; he was severely burned and had to be sent to hospital.

While the hoses were in full swing against the flaming buildings, the fire-escape ladder was put alongside the outer walls and Firemen Sheppard and Sheenan went up the rungs so as to be able to play upon the flames from above. Just then the walls caved in; the ladder was squawed round and both men fell to the ground. Sheppard had to go to hospital; Sheenan was able to return to quarters. Inspector D. Goulay was in charge of the Police arrangements.

THE CAUSE OF THE FIRE.
 A SERIES OF EXPLOSIONS.

A great deal of mystery would seem to attach to the outbreak of the fire in Jervois Street. It took place at a time when all except inconsiderable citizens are supposed to be asleep. The town was slumbering under a sense of peaceful security when suddenly the sound of a heavy explosion awoke every sleeper in the neighbourhood of Jervois Street.

The watchman on the watch-tower of No. 5 Police Station, which is the headquarters of the Fire Brigade, was among the first to be alarmed, and when he looked in a Western direction saw flames.

SHOOTING FROM THE WINDOWS
 of some building in the vicinity of Jervois Street, he rang the alarm bell, notifying the Clock Tower fire watchman and the Brigade generally of the outbreak.

Needless to say the No. 5 Section under Acting Firemaster MacDonald were on the scene without delay, closely followed by the Central contingent under Mr. Baker. It was only after strenuous endeavours that the fire was got under and all danger of its spreading was averted. In the midst of the burning debris, however, and of the falling walls, several heroic rescues were made by the firemen of victims who had become imprisoned underneath the collapsing floors and roofs. Several badly injured men were got out and sent to hospital. Three dead bodies also were recovered before the morning was over and since then three more have been found amongst the debris. It is now thought that no more victims remain under the fallen and blackened rubbish. To-day remains a most melancholy scene. Thousands of Chinese have visited the spot since the occurrence, and it is with difficulty that the Police control the crowded throng. In the meantime the Public Works Department have set their forces to work and have pinned up the party walls with powerful stays so as to ensure safety during salvage and rebuilding operations.

As regards the cause of the fire, there appears to be no doubt about the fact that it was brought about by an explosion in No. 100. First of all the watchman at No. 5 tower heard a loud explosion from Jervois Street quarter and had his attention initially directed thereto by the same. He, however, heard no more explosions as he started in to ring his alarm bell. But the neighbours thereabouts appear to have heard many more such sounds and to have been vastly alarmed by them. He Europeans thinking that the detonations of the dynamite were being fired out of their pits in the belief that an earthquake had overtaken the Colony. On the opposite side of Jervois Street to that in which the conflagration originated, the first explosion was followed by the smashing of a window-frame and glass by a metal missile that could only have been thrown to such a distance by means of a powerful explosive.

The Fire Brigade, the P.W.D., and the Justice Court points to standing by the ruins, which this afternoon had ceased from a building. We understand that the house where the fire originated was insured for \$12,000. Four European firms are said to be interested in the risk.

THE COLOWAN PIRATES.
 The court-martial at Macao to try the pirates captured at Colowan concluded its sittings shortly after midnight on Saturday. Eight men were found guilty of crimes committed while Portuguese territory and were sentenced to banishment for 5 years in Portuguese East Africa, the 10 years' term to be served in imprisonment at the place where they will be banished. Seven prisoners were acquitted on the charges not being proven.

Instructors have been sent to the Viceroy of the United States by the United States Government, according to the report of the Portuguese authorities in Macao, to have all pirates who were captured at Colowan, (Macao), by the Portuguese troops, handed back to China for punishment.

The Opium Trade.

ANOTHER ROOM.
 CHINESE DEALERS CORNER THE MARKET.

The opium trade, which has been under a cloud for the past three months owing to the imposition of the restrictive tax in Canton since the 7th June last, has experienced another boom since Friday. Availing themselves of the demoralized condition of the market, brought about by the vexatious regulations in Canton, and the consequent smash up in prices when quotations per chest of Bengal opium went down as low as in the neighbourhood of \$7,700 early last week, Chinese dealers—both here and in Shanghai—with their wonted shrewdness, formed themselves into a small but financially strong "combine" and, without arousing suspicion, began buying in a few chests at a time, until in the end they have now succeeded in controlling all the available local supplies at cheap prices. Following their ability to command the movement of nearly every chest in stock they have practically again established ANOTHER "CORNER" IN OPIUM.

Now comes the report, from an absolutely native source, that it is not, that the British Consul at Peking has proposed that in place of the prepared opium licence fees in Canton the duty on opium be doubled, that is from 11s. 3d. to 11s. 6d. per chest. One inquires this morning from all sources of authoritative opinion on the subject failed to elicit any confirmation of the Chinese rumour. Moreover, it is very doubtful if the Viceroy at Canton will give to the proposal if such had been made: since any increase of duty will go to the benefit of the Imperial exchequer, whilst under the legislative provisions of the Prepared Opium Licence Regulations it is the Provincial Government and the Kwong Wing Yuen firm that benefit by the licence fees which have been levied with such unceasing energy along the Coast of South China.

The rumour alone has sufficed to stimulate SPECULATIVE INQUIRIES for the commodity, so much so that, prices have gone up by leaps and bounds since last week. A rise of \$150 since Friday has taken place. The quotation of \$10,350 for Bengal was freely mentioned in the agitated market this morning. In fact, when we approached the manager of one firm in the course of the forenoon to-day, our representative was informed that "no price can be definitely mentioned." The authority questioned stated that "You can make any price; the Chinese, having got hold of all the available supplies, can make the quotation anything they want to." The present condition of things will not be to the benefit of importing firms who, in view of the successful cornering by local and Shanghai dealers, will be compelled to buy at greatly enhanced prices at the forthcoming Government AUCTION SALES AT CALCUTTA.

On Wednesday, 7th inst. Dealers, on the other hand, with their cheap stocks, can now afford to sit on the fence and dispose of their advantageously acquired purchases to consumers in the interior at prices that would spell heavy losses to importers if the latter attempt to undersell Chinese dealers from the new stock that will have to be obtained from Calcutta from Wednesday's public sales. It is a foregone conclusion that the local firms will be able to pay dearly for the lots they may agree among themselves to mark for shipments to China, as there is not the remotest possibility that the excitement now prevailing in Hongkong and Shanghai will fire off between now and Wednesday. In the meantime it should be instructive to review the figures of the ACQUOT OPIMUM SALE, held at the Custom House, Calcutta, on 31st ult.

One thousand six hundred and fifty chests of Behar opium was sold at various prices the highest fetching Rs. 2,740 and the lowest Rs. 2,200 per chest. The average of the lots was Rs. 2,474.4. The total proceeds of the sale were Rs. 36,48,571.

A similar number of chests of Benares opium was sold, the highest fetching Rs. 2,115 and the lowest Rs. 2,100 per chest. The average on the sale was Rs. 2,107.8. The total proceeds were Rs. 35,47,715.

The general average of the two lots was Rs. 2,290.31 and the details were—
 Chests Highest Lowest Average Proceeds.
 Rs. 70. P.

Bihar
 1,600 2,140 2,700 2,414 4 1 36,48,571
 Benares
 1,600 2,115 2,200 2,107 1 8 35,47,715
 3,200 General 2,209 2 10 71,96,286

This marks an average increase over the July sale figures of Rs. 137 per chest.

The prices of the last five sales compare as follows:—

	Higher	Lower
April	2,957.5	2,696.43
May	3,100	2,305
June	2,353	2,541.10
July	2,153	1,990.5
August	2,117.4	2,071

A NOVEL SITUATION
 has arisen in Canton by a French firm doing business in opium in retail. According to Chinese report the firm was said to "buy" opium in Hongkong and retail in Canton without let or hindrance by the part of the Prepared Opium Licence Bureau. This business was carried on for eight or ten days when, without warning, ten bills of opium belonging to the firm were seized by the French Consulate in Canton, on the recommendation of the French Consul in Canton, the firm has ceased doing business in a commodity exclusively within the province of British merchants (to handle).

TYPHOON WARNINGS.
 The telegram quoted below have been received from the Manila Observatory:—
 Manila, September 4th, 11:41 a.m.
 Cyclone or Typhoon over or near Manila, coming directly onshore.
 Cyclone or Typhoon N. of Manila moving N.E.
 Manila September 4th, 11:41 a.m.
 Cyclone or Typhoon N. of Manila moving N.E.
 Manila September 4th, 11:41 a.m.
 Cyclone or Typhoon N. of Manila moving N.E.

RESCUE AT SEA.

ADRIAN FOR THREE DAYS.
 The duty weather prevailing in the neighbourhood of Hongkong during last week must have been responsible for quite a number of casualties, principally among the junk and fishing population, which will never be exactly known. Such of the rescues that may be effected by passing steamers can only represent a very small proportion of the lives lost and the number of junks foundered in the typhoons of Thursday and Saturday last. The credit of effecting the rescue of the first reported shipwrecked man, part of a crew of a fishing junk, belongs to Capt. T. Kikano, master of the Japanese steamer *Kaga Maru*, which arrived in port on Sunday morning. The *Kaga Maru* brought a cargo of about 5,000 tons of Japanese coal from Wakamatsu, which port she left on 17th ult. At 6:10 a.m. on the 22nd inst. the officer on the bridge detected a floating raft at sea in Lat. 24° 45' North and Longitude 121° 23' East, at a distance of about eleven miles W.N.W. of the Lamock Island lighthouse. The *Kaga Maru* at once made for the raft, on reaching which it was seen that two others were lashed together, and five Chinese clinging to them for dear life. The *Kaga Maru* managed to pick up all the three junks and two of the rafts, which were made of bamboo and had to abandon the third on account of the heavy sea running at the time the rescue was effected and owing also to the *Kaga Maru* having to make Hongkong as speedily as possible.

The fishermen, when rescued, were in a very exhausted condition, but thanks to the kindness and care of the Captain and officers of the Japanese vessel, they soon recovered from their terrible experience. The men relate that their junk, foundered in a typhoon which caught their boat in the open sea some three days previously; they had been drifting on the bamboo raft, before being picked up by the *Kaga Maru*, which brought the men on to Hongkong.

ANOTHER RESCUE.
 The *L. Uchida*, which came in from Foochow and Amoy this morning, took a native off a bamboo raft off Rea Island.

AN ESTOPPEL QUESTION.
 JUDGMENT BY FULL COURT.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice P. Ireland, Act 9 P. Line Judge, sitting as a full Court in a Appellate Jurisdiction this morning, the case arose came on to which the Imperial Bank of China is the plaintiff and Leung Shin Kong the defendant. Mr. M. W. Slade, K.C., appeared for the Bank, while Mr. C. G. Alabaster represented the defendant. The Chief Justice, in the course of his judgment, said that the question was raised in that motion as to provisional leave to appeal. The application was asked to be rescinded owing to costs not being paid. The first point raised by Mr. Alabaster was that the other side was stopped from further proceeding with the case. His Lordship had consulted the Registrar, who said that he was not aware that interest was to be included in costs on taxation in the writ of execution, but the law was clear on the subject and the party was entitled to have in cost on costs paid. The Court was of opinion that the interest on costs should be paid within 14 days of the order.

Mr. Alabaster—I would ask for a little more time than 14 days. We're written to Shanghai in anticipation of the judgment.

The Chief Justice—I can't give you a long time.

Mr. Alabaster—A month?

The Chief Justice—Oh, no, not a month.

Mr. Alabaster—Three weeks, then?

Mr. Slade—Oh, no.

The Chief Justice—You had plenty of time to know of the judgment?

Mr. Alabaster—We intelligently anticipated the judgment three days before (laughter).

The Chief Justice—It's a wealthy corporation. There's such a thing as telegraphic transfer.

Mr. Slade—I take it that the motion is allowed with costs.

The Chief Justice—Costs in the cause.

INTERPORT SWIMMING CARNIVAL.
 CONCLUDING DAYS' RESULTS.

Mr. Frank Lammer, hon. sec. of the V.R.C. courteously favours us with the results of Saturday's swimming contest in Shanghai, which are as follows:—

(10 YARDS)
 Tommy Logan (Hongkong) 1
 C. J. Cooke (Hongkong) 2
 R. W. McCabe (Shanghai) 3

The young champion again showed himself to be a big find and won this event easily with over two lengths to spare from Cooke, who swam second to McCabe in last year's contest.

Times 5 min. 51 seconds.

(20 YARDS)
 The Two Longs team result in an easy win for the Hongkong team in a mile 27.41 sec.

Hongkong: C. Homptrey (Capt.), E. L. Lamont, T. Logan, C. J. Cooke, R. W. McCabe, H. W. Peterkin, (Shanghai): L. F. Fyfe (Capt.), R. W. McCabe, C. W. O. Mayes, T. W. R. Wilson, D. H. Cooke and N. Allen.

(50 YARDS)
 Hongkong was victorious in this event, the result was a narrow one for the Hongkongers who won by 2 feet to 10 inches. The result was as follows:—
 Hongkong: C. Homptrey (Capt.), E. L. Lamont, T. Logan, C. J. Cooke, R. W. McCabe, H. W. Peterkin, (Shanghai): L. F. Fyfe (Capt.), R. W. McCabe, C. W. O. Mayes, T. W. R. Wilson, D. H. Cooke and N. Allen.

(100 YARDS)
 All the Hongkongers, with the exception of Tommy Logan, who was unable to start, won this event. The result was as follows:—
 Hongkong: C. Homptrey (Capt.), E. L. Lamont, T. Logan, C. J. Cooke, R. W. McCabe, H. W. Peterkin, (Shanghai): L. F. Fyfe (Capt.), R. W. McCabe, C. W. O. Mayes, T. W. R. Wilson, D. H. Cooke and N. Allen.

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"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 19TH.
"MONTEAGLE" TUESDAY, NOV. 22ND.	
"EMPRESS OF INDIA" SATURDAY, NOV. 10TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 15TH.

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Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) 471.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (tamed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 445/-
Via New York 455/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Peddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 9th Sept, Noon.
MANILA	"YUENSANG"	FRIDAY, 9th Sept, 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	SATURDAY, 10th Sept, Noon.
SGAPORE, PENANG & CALUTTA	"FOOKSANG"	WEDNESDAY, 14th Sept, Noon.
TIENSIN	"CHONGSHING"	THURSDAY, 15th Sept, Noon.
MANILA	"LOONGSANG"	FRIDAY, 16th Sept, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers "Kaitang", "Hansang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light, & daily qualified cargo is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu Port, Otsu, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kaitang, Lahad, Dato, Singapore, Tawau, Ussau, Jesselton and Labuan.

For Freight of Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 215.
Hongkong, 5th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
MANILA	"TAKING"	6th Sept, 4 P.M.
ILOILO & ORBU via AMOY	"SUNGKANG"	7th " 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKHOT"	7th " 4 P.M.
TSINGTAO, CHEFOO & NEWCHOW	"YANOHANG"	8th " Daylight.
SHANGHAI	"CHINCHUA"	8th " 4 P.M.
CHEFOO & TIENSIN	"HUICHOW"	10th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA, TWIN-SCREW STEAMERS. TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

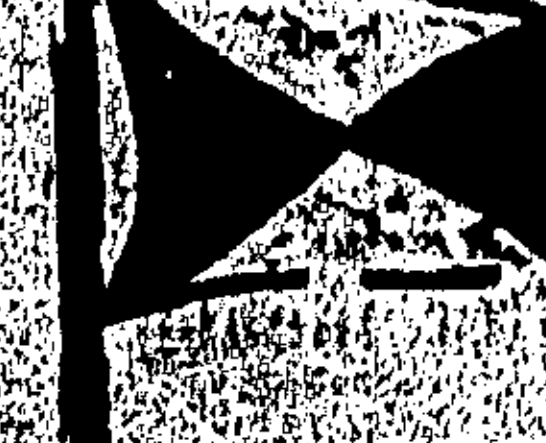
FAST SCHEDULE TWIN-SCREW STEAMERS (Anker, Chuen, Lion, Chien), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid night on Saturday for the Sunday morning callings. A Company's launch leaves Murray P. at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 35.
Hongkong, 5th September, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Departure	For	Sailing Date
LAURO	1440	A. Fraser	MANILA	SATURDAY, 10th Sept, 11 Noon.
LAURO	1440	A. Fraser	MANILA	SATURDAY, 10th Sept, 11 Noon.

SHEWAN TOMES & CO.

Sole Agents.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Greatland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamship	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, V. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept, at Noon.
VICTORIA, B.C. & TACOMA, V. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 14th Sept, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for cargo passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted room for carrying Silk, Stryamine and Parcell. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamship	Leaves
ANPING via SWATOW and AMOY	"SOSEU MARU" Capt. Y. Yamamoto	WEDNESDAY, 14th Sept, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Faiseno	THURSDAY, 15th Sept, at Noon.

SPECIAL REDUCTION of 30% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$78.00	\$55.00	\$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd September, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSHILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAWAGAWA MARU" Capt. C. H. Butler, Tons 7000 "MIYASAKI MARU" Capt. S. Ishikawa, Tons 7000 "KITANO MARU" Capt. F. R. Cope, Tons 7000	THURSDAY, 8th Sept, at 4 P.M. WEDNESDAY, 14th Sept, at Daylight. WEDNESDAY, 21st Sept, at Daylight.

VICTORIA, B.C. & SEATTLE	"SADO MARU" Capt. R. Nordahl, Tons 7000	SATURDAY, 10th Sept From KOBE.
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VICTORIA, B.C. & SEATTLE	"AWAMARU" Capt. S. Ishikawa, Tons 7000 "INABA MARU" Capt. K. Kiwara, Tons 7000	TUESDAY, 13th Sept, at 4 P.M. TUESDAY, 13th Sept, at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATAMARU" Capt. T. Sakino, Tons 5000 "NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 10th Sept, Noon. FRIDAY, 21st Oct, at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	"OLOMBO MARU" Capt. E. Combes, Tons 5000	TUESDAY, 6th September.
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SHANGHAI, MOJI & KOBE	"OKYONEMARU" Capt. Fred. Fyne, Tons 6200	WEDNESDAY, 14th September.
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MAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Sept, at Noon.
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KOBE and YOKOHAMA	"HIBANO MARU" Capt. H. Fraser, Tons 5000	THURSDAY, 15th Sept, at 4 P.M.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1st MAY, ending 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$130	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

5 Fitted with new system of wireless telegraphy. 6 Cargo only. 7 Carries fresh passengers. 8 Calling at Saigon. 9 Calling at Shanghai.

Through Passage Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

Yokohama Return Ticket (1st & 2nd class) valid for 8 months.

For further information apply to N.Y.K. Line, Agents, 177/179 The Company's Local Branch Office, 1st Floor, Queen's Buildings, First Floor, Queen's Buildings.

T. KISHIMOTO

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

172 PORTS, SUEZ CANAL.

(With Liberty to Call at Malesia Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK:

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO. LIMITED,

Hongkong, 5th September 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, SUEZ, NAPLES, LONDON and GENOA; also VENICE and TRIESTE, all WEDNESDAY, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALCUTTA.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"CAPRI"

Captain Moretto, will be despatched as above on MONDAY, the 12th September, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.

Agents.

Hongkong, 31st August, 1910.

[16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSHILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Captain Gregory, will be despatched as above on MONDAY, the 12th September, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 30th August 1910.

[17]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS"

Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fixed in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 29th August, 1910.

[17]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamship Tons Captain On or about

Santo 4325 F. S. Conley 10th Sept.

Kumata 4325 G. B. McGill 10th Oct.

Aymara 4325 J. Boyd 10th Nov.

Calling at Amoy and Keelung if sufficient independent offers.

These steamers are specially fitted for the carriage of Asiatic Stevedore passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO. LIMITED,

General Agents.

1st Floor, Queen's Buildings.

[17]

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

OLGATE'S CIGARETTES

AND

TOILET REQUISITES

FOR SALE

177/179 The Company's Local Branch Office, 1st Floor, Queen's Buildings.

[17]

Consignment

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES

FROM EUROPE

THE Company's Steamship

"GLANORGANSHIRE"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th prox. at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 5th prox. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 30th August, 1910.

[17]

FROM EUROPE

THE H. A. L. Steamship

"AMBRIA"

Captain Delant, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godown, where they will be examined at 9.30 A.M. on 5th prox. No claims will be admitted after Goods have left the Godown, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 5th prox. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex s.s. "Pompey" from New York.

"Barrow" from Bordeaux.

"Belgians" from Lisbon.

"Bremen" from Seabial.

"Bris" from Copenhagen.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 30th August, 1910.

[17]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIO."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 30th August, 1910.

[17]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods will be

[illegible]

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOOR & Co. Corrected to 10.00 AM. Market quotations from "Commercial Intelligence" page.

STOCKS	NO. OF SHARES	VALUE	PAID UP	RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,000,000	\$2,000,000	£2 5/- for half year ending 31.12.09; G. 25/- 1/2 = \$15.11	50 buyers \$15 1/2 ex div.
National Bank of China, Limited	99,995	£7	£6	\$1,000,000	\$1,000,000	£1 (London 3/6) for 1909	276 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$1,000,000	\$10 for 1908	6 1/2 % \$175 sales
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	\$1,000,000	Final of 7/6 making 25/- for 1908	5 1/2 % Tls. 215 buyers
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	\$1,000,000	\$1,000,000	Final of 5/12 per share, making to all 5/12 per share for 1908 and an interim dividend of 5/12 per share for 1909	6 1/2 % \$215 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$1,000,000	\$12 for year ending 31.12.08 and interim of 5/- on account of 19.9	7 1/2 % \$205
FIRE INSURANCE.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$1,000,000	\$5 and bonus \$1 for 1908	7 1/2 % \$114 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,000,000	\$1,000,000	\$27 for 1908	8 1/2 % \$245 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for 1908	5 1/2 % \$18 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 30.6.1908	5 1/2 % \$16 sellers
Hongkong, Canton & Yacow Steamship Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$1,000,000	Dividend of \$1 1/2 for 1908	8 1/2 % \$13 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000	\$1,000,000	£6/- for 1907; Preference shares only @ ex 1/6 11/16 = \$5. 11/16	5 1/2 % \$7 1/2
Do. (Deferred)	60,000	£5	£5	\$1,000,000	\$1,000,000	£2 1/2 for 1907; Preference shares only @ ex 1/6 11/16 = \$5. 11/16	5 1/2 % \$7 1/2
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	\$1,000,000	\$1,000,000	In all 4/- for 1908 & interim of 1/- for 1909	5 1/2 % \$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	A dividend of 7 1/2 % for year ending 30.4.1909	4 1/2 % \$18
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$180	\$100	\$1,000,000	\$1,000,000	\$10 per share for 1909	6 1/2 % \$160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$1,000,000	\$5 for 1907	5 1/2 % \$25 sellers
Perak Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$1,000,000	\$10 for year ending 31.12.09	5 1/2 % Tls. 800 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	6,000,000	£1	£1	\$1,000,000	\$1,000,000	Interim of 1/8 for 1909 (coupon No. 14)	9 1/2 % Tls. 16 Pa. 10
Headwaters Mining Company, Ltd.	60,000	£1	£1	\$1,000,000	\$1,000,000	First year	9 1/2 % Tls. 16 Pa. 10
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000	\$1,000,000	\$2 per share 1908 dividend	5 1/2 % \$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G 5/10	G 5/10	\$1,000,000	\$1,000,000	Final of Gold \$2 1/2 for 1909 in all G 5/10	5 1/2 % \$7 1/2
Docks, Wharves & Godowns.	15,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 31.12.08	5 1/2 % \$9 1/2 sellers
Fenwick (Gas) & Co., Limited	15,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 31.12.08	5 1/2 % \$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000	\$1,000,000	\$2 1/2 for 1909	4 1/2 % \$53 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	\$1,000,000	No dividend paid this year	5 1/2 % \$50 1/2
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Final of Tls. 3 making Tls. 6 in all for 9/10	6 1/2 % Tls. 76
Shanghai and Hongkong Wharf Company, Limited	15,000	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Interim of Tls. 3 for 1910	7 1/2 % Tls. 116 ex div.
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	\$1,000,000	Tls. 6 for year ending 30.12.09	5 1/2 % Tls. 101 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000	\$1,000,000	\$1.20 on old and 60 cents on first new issue (\$2.60 on old shares and 1.30 on new shares)	6 1/2 % \$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$1,000,000	£1 for half year ending 31.12.09	5 1/2 % \$25 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 5/- making 5/- for year end 31.12.09	7 1/2 % \$103 sales
Humphreys, Knap & Finance Company, Limited	250,000	\$10	\$10	\$1,000,000	\$1,000,000	45 cents for 1909	6 1/2 % \$121 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$1,000,000	\$2 1/2 for 1909	8 1/2 % \$32 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	Interim of Tls. 3 for 1910	6 1/2 % Tls. 112 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1/80 making in all 3/80 per share for 1909	8 1/2 % \$39 buyers
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	30,000	Tls. 50	Tls. 50	\$1,000,000	\$1,000,000	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents for year ending 31.12.08	10 1/2 % \$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	\$1,000,000	Tls. 7 1/2 for year ending 30.6.09	12 1/2 % Tls. 62
Loan-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 10	Tls. 10	\$1,000,000	\$1,000,000	Tls. 6 for 1909	7 1/2 % Tls. 62
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 40	Tls. 40	\$1,000,000	\$1,000,000	Tls. 25 for 1909	12 1/2 % Tls. 240
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	5,000	£1 1/2	£1 1/2	\$1,000,000	\$1,000,000	15 % per share for 1908	18 sellers
China-Borneo Company, Limited	50,000	\$12	\$12	\$1,000,000	\$1,000,000	60 cents for 1909	6 1/2 % \$21 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000	\$1,000,000	60 cents for year ended 28.2.08	6 1/2 % \$1 40
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,000,000	80 cents for 1909	9 1/2 % \$2 1/2 & 8 b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000	\$1,000,000	\$1.20 for year ending 31.12.09	6 1/2 % \$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 % \$5 1/2 and 2 1/2
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000	\$1,000,000	14 per cent. via \$1.40 for 1909	12 1/2 % \$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$1,000,000	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2 % \$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$1,000,000	Final of \$3 for 1909	6 1/2 % \$15 1/2
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of \$1 making in all \$2 for 1909	9 1/2 % \$11
Manchappa of Mijia, Busche & Landowen-plotte in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000	\$1,000,000	Interim dividend of Tls. 1 1/2 15th March	5 1/2 % Tls. 1,300 s.
Peak Tramway Company, Limited	15,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents on fully paid shares and 50 cents on 31 paid shares for year ending 30.4.1909	5 1/2 % \$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2 % \$14 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2 % \$14 sellers
Shanghai-Singhai Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,000,000	\$1,000,000	No dividend this year	8 1/2 % Tls. 155
Societe des Polices et Papeteries du Tonkin	13,300	50	50	\$1,000,000	\$1,000,000	First year	5 1/2 % \$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000	\$1,000,000	None	5 1/2 % \$29 sellers
Steam Laundry Company, Limited	80,000	\$25	\$25	\$1,000,000	\$1,000,000	10 % for year ending 31st May 1909	17 1/2 % \$25 1/2 s.
Union Waterworks Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents for year ending 31.12.08	8 1/2 % \$18 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents per ord. share for year ending 31.12.09	5 1/2 % \$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	25 cents for 1909	11 1/2 % \$11
Watson (A.S.) & Co., Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2 % \$10 1/2
William Purcell, Limited	15,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2 % \$10 1/2

Hotels

VIENNA CAFE COMPANY LIMITED (RE-CONSTRUCTED)

QUEEN'S ROAD CENTRAL OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.
Specially selected Brand of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.
Hongkong 22nd July, 1910.

499

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commandant and Officers, the 4th Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 4th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner 4.15-5.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

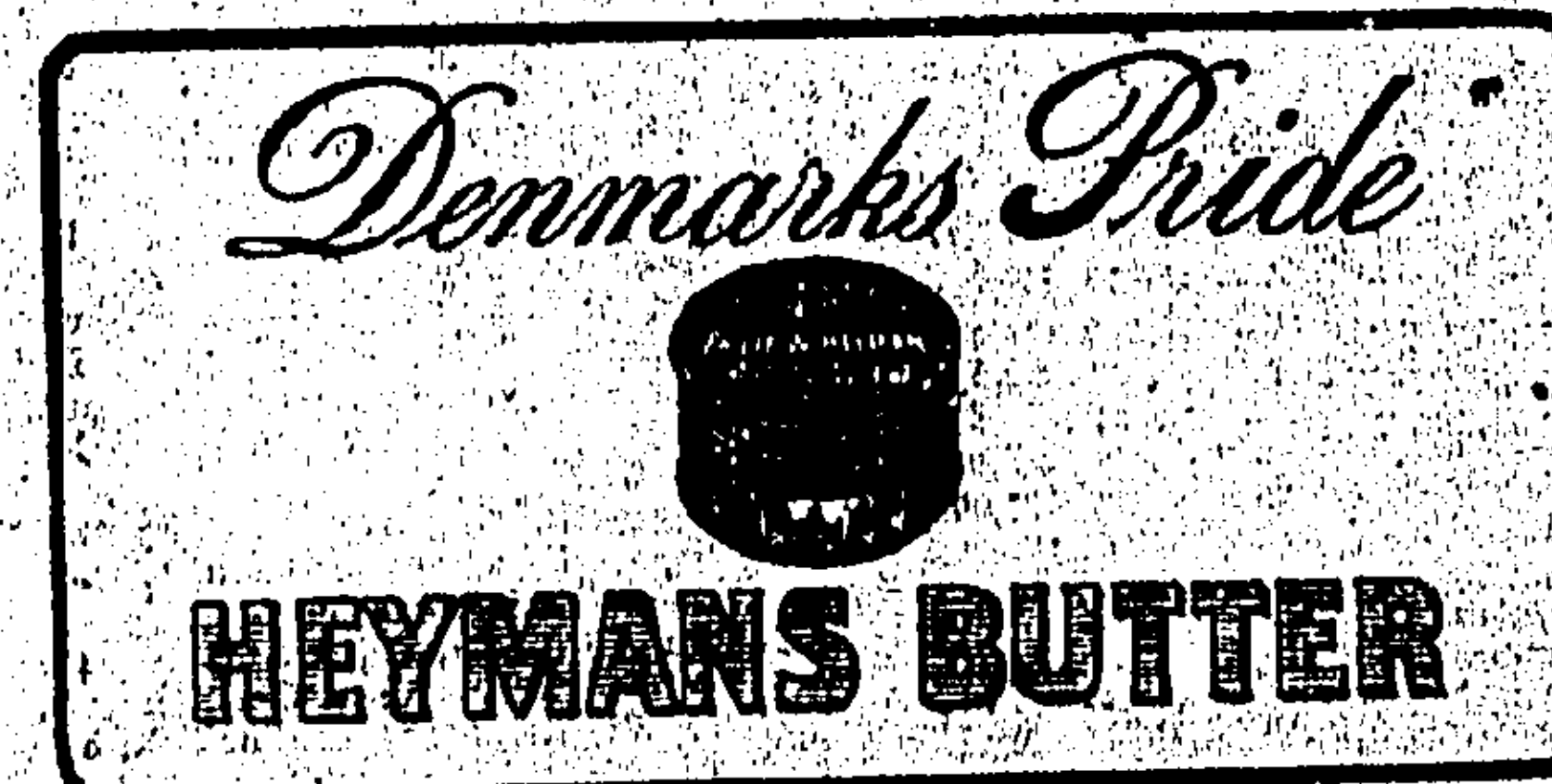
All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 3rd August, 1910.

16

Intimations



SIEMSEN & CO., Sole Agents.

49

NEW SHOP JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS &c., &c., &c.

MOHIDEEN & CO.

Dealers in CEYLON PRECIOUS STONES, &c.

38 & 40, QUEEN'S ROAD CENTRAL.

HONGKONG, 1st July, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the

rate of subscription to the Hongkong

Telegraph (daily and weekly issues) will be as

follows:

Daily—90 per annum.

Weekly—45 per annum.

The rates per quarter and per annum, including

postage, are as follows:—

Quarterly—30 per annum.

Annual—100 per annum.

The rates for single copies are as follows:—

Daily—10 per copy.

Weekly—5 per copy.

The rates for advertising are as follows:—

First page—100 per line.

Second page—80 per line.

Third page—60 per line.

Fourth page—40 per line.

PRAE TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

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